

## Tire Retreading and Recycling

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### INTRODUCTION

When car and truck tires become worn, they can be restored with new tread. According to the Tire Retread Information Bureau, there is no significant difference in quality between new and retreaded tires. Many tires can be repeatedly re-treaded, delaying the landfill disposal of the tire. Large truck tires are typically retreaded as part of a routine tire-management program. Smaller tires, such as those used on passenger cars, can also be retreaded, although fleet managers typically prefer to purchase new tires. Two reasons are cited for this preference. First, the low cost of new tires purchased through large government contracts makes it difficult for retreads to compete and, second, retread passenger tires are perceived to be of lower quality than new tires, presenting safety concerns that must be resolved before they can be used.

### USAGE HISTORY

The county spent \$275,000 to retread tires for trucks and other heavy equipment at the Renton Maintenance Facility, Fleet Administration Division and Solid Waste Operations. This not only avoided landfill disposal of tires, but also saved the county approximately \$275,000 in new-tire expense in 2007, as retreading a tire is half the cost of buying a new tire.

Metro Transit leases tires for its fleet of 1400 buses. This contract requires the contractor to do all of the maintenance repair and retreading and manage the life of the tire.

King County also recycled tires at the end of life. The Solid Waste Division is charged with cleaning up illegal dumping, which often includes old tires. The county regularly contracts with a recycler for these tires.

### BID AND CONTRACT SPECIFICATIONS

#### King County Contracts

This section contains excerpts (shaded areas) from the provisions of the 2005 ITB for the retreading services:

#### Tire Retreading Technical Specifications

It is the intent of these specifications to describe the minimum acceptable performance standards for obtaining Tire Recapping Services and related items. The specifications are not intended to limit competition, but to ensure that only quality products are received. King County shall be notified, and these specifications amended, when new industry standards are set or existing standards are superseded.

- A. Parts supplied to King County shall be rated as Commercial and/or Industrial Grade. Contractors shall bid their nationally known, first line, premium quality products.

- B. COLD PROCESS TIRE RECAPPING: The rubber shall be Domestic Production Factory Cold Processed, pre-cured rubber at approximately 600-1400PSI; cured by direct pressure in a chamber structure with a maximum bonding temperature of 215 Degrees F. The rubber shall also be uniformly compounded and puncture resistant.
- C. HOT PROCESS TIRE RECAPPING: The rubber used shall be of Domestic Production high quality, premium truck rubber; tire tread shall be a full tread.
- D. INSPECTION: In order to determine casing integrity, which is critical to the retreading process, King County requires the use of Electronic, Holographic x-ray or Ultrasonic Inspection Equipment, to detect holes, belt separations or other internal defects which cannot be observed visually.
- E. Offerors shall have the ability to do nail hole, bead, crown and sidewall injury repairs plus section and spot in both radial and bias ply tires.
- F. The cost of recapping, plus any injury repair, section and/or spot , shall not exceed 70% of the price of a new tire based on the Goodyear net state cost schedule. Any tire that cannot be repaired, using the criteria defined in this specification, shall be disposed of at an established tire waste disposal facility by the Contractor after final inspection at delivery locations referenced in Paragraph 4-2 (Delivery), at no cost to King County.
- G. A "safety sticker" shall be placed on each recapped tire, describing the proper inflation procedure.
- H. Inside of tires shall be thoroughly clean, no need to apply protective film. Loose patches and section repairs shall be redone at no extra cost.

### **Tire Recycling Bid Specification**

This section contains excerpts (shaded areas).

#### **5.1 Introduction of Specifications**

- A. Tires to be recycled come from two distinctly different sources
  - 1. The King County Solid Waste Division (SWD) manages a program to clean up litter and illegal dump sites on public land throughout King County. The County identifies the dump sites, arranges for them to be cleared, and has the tires brought to collection bins at Transfer Stations. The Solid Waste Division also recycles tires from SWD vehicles.
  - 2. King County Roads Services recycles tires from the County's various fleets (except for the bus fleet), as well as tires left along unincorporated King County road right-of-ways. Those tires are collected at the Divisions 1 through 4 locations and KC headquarters/ ER&R.
- B. Acceptable use for tires accepted under the contract shall be:
  - 1. Reused as used or retreaded tires
  - 2. Reprocessed
  - 3. Granulated for incorporation into new products
  - 4. Shredded
  - 5. Used as tire derived fuel (TDF).
- C. UNDER NO circumstances shall any tire hauled from a county facility or other location be disposed of unlawfully, stored long term on your property, or placed in a landfill, unless prior approval by King County.

## **5.2 Contractor Responsibility**

- A. For coordinating with county staff at each location for pick-up requirements. The county requires for some locations that a King County employee be present at each pick and that employee verify count and type of tires picked up for recycling.
- B. At the time of pick-up Contractor shall present to County a receipt of tires picked-up
- C. Shall pick-up tires at King County Facilities and yet to be determined locations; when notified by King County Staff. The time between notification and pick up shall not exceed five (5) working days unless prior written approval by King County. Contractor will notify the King County contact manager of the pick up date.
- D. Provide all labor and trucks for loading and transportation of tires to the vendor facility.
- E. Provide a receipt with each invoice indicating quantity and category of the tires picked up.
- F. The receipt shall include the number of tires that were recycled.

## **5.3 County Responsibility**

- A. Have personnel available at time and location mutually agreed to by the county and Contractor.
- B. County will notify Contractor when there are at least 100 tires for pickup
- C. County may elect to deliver small loads of tires to the Contractor

## **5.4 Contractor Qualification**

The County may at any point in the bid evaluation or during the Contract verify that the Contractor is meeting the qualifications in the ITB/Contract.

Part of the Contractor Responsibility determination will be verifying that:

- A. The Contractors is an established waste recycler of used tires,
- B. Has adequate facilities, personnel and equipment necessary to perform all requirements, terms, and conditions of the contract.
- C. Is operating out of a commercial facility that is open and accessible without prior notice, a minimum of eight (8) consecutive hours per day, anytime between 6:00 am and 6:00 pm. Monday through Friday. State hours of operation:
- D. Hours: \_\_\_\_\_ a.m. until \_\_\_\_\_ p.m. Days: \_\_\_\_\_ through \_\_\_\_\_
- E. Have all the required permits and State or local business license(s).
- F. Contractor recycling location is within 100 miles of the Seattle Core Business District.

## **Lease of Bus Tires and Associate Equipment**

King County Metro Transit leases bus tires. One reason for this is convenience, as there is only one contract to maintain. Also, the contractor is responsible for all maintenance of the tires, such as wear and repair. Following are excerpts (shaded areas) from the bid requirements:

### **General scope (2006):**

Under this contract, the Contractor shall lease bus tires on a mileage basis to be used on vehicles now owned and operated by King County and on vehicles, which may be acquired during the contract. In addition, the Contractor shall provide service necessary to maintain and repair the tires supplied under this or previous contracts.

King County currently has 1412 active coaches with a total fleet of 1,531 coaches. There are 657 standard buses, 628 articulated buses and 154 trolley buses and approximately 35 small buses

## **Tire Requirements**

Tires shall be constructed and maintained so as to comply with all regulatory agency requirements. Regrooved, recapped or retreaded tires complying with local, state, federal and King County specifications may be used on all rear wheels of buses, including the bogie axle of articulated coaches. However, King County reserves the right to terminate this practice at any time and the change in cost will be processed under 3-2 Contract Changes. Regrooved, recapped or retreaded tires will not be permitted on front wheels.

## **Branding**

The Contractor's tires are to be uniquely and individually branded in accordance with industry standards and King County's approval prior to installation on any King County fleet. Each recapped tire's branded identification number shall have an "R" as its last digit.

## **FOR MORE INFORMATION**

[Tire Retread and Repair Information Bureau \(TRIB\)](#)

[Tire Purchasing Guide](#) - Responsible Purchasing Network (RPN) – includes retread tires, low-rolling resistance tires and wheel weights

## **VENDOR INFORMATION**

King County's current suppliers:

### Tire Retreading

Alpine Commercial Recycling (Woodinville, WA)

### Tire Recycling

Tire Disposal & Recycling (Portland, OR)

[Contract #B20911B](#)

### Tire Leasing – Bus

Bridgestone/Firestone N. American Tire